

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 5th NOVEMBER 1953 When handed in at Local Office 5th NOVEMBER 1953 Port of DUNDEE 25 NOV 1953

No. in Survey held at DUNDEE Date, First Survey 22nd May Last Survey 27th Oct. 1953
 Reg. Book (Number of Visits 31) Tons {Gross 2219
 Net 901

352509 on the SINGLE SCREW OIL TANKER "EDDYREEF"

Built at DUNDEE By whom built MESSRS CALEDON S. B. & E CO Yard No. 492 When built 1953

Engines made at RENFREW By whom made MESSRS LOBNITZ & CO Engine No. B. 1558 When made 1953

Boilers made at DUNDEE By whom made MESSRS CALEDON S. B. & E CO Boiler No. 692 When made 1953

Registered Horse Power 1750 Owners THE ADMIRALTY. Port belonging to LONDON

Nom. Horse Power as per Rule 315 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

Trade for which vessel is intended FLEET OILER

ENGINES, &c.—Description of Engines TRIPLE EXPANSION Revs. per minute 227

Dia. of Cylinders 16 27 1/2, 43 1/2 Length of Stroke 21 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8 26 Crank pin dia. 9 1/2 Mid. length breadth 18 1/2 Thickness parallel to axis 4 1/2
 as fitted 9 1/2 Crank webs AS APPROVED Mid. length thickness 5 11/16 Thickness around eye-hole SOLID

Intermediate Shafts, diameter as per Rule 9 1/8 Thrust shaft, diameter at collars as per Rule AS APPROVED
 as fitted 9 1/8 as fitted 8 1/2

Tube Shafts, diameter as per Rule AS APPROVED Screw Shaft, diameter as per Rule AS APPROVED
 as fitted AS APPROVED Is the lubo screw shaft fitted with a continuous liner No.

Bronze Liners, thickness in way of bushes as per Rule AS APPROVED Thickness between bushes as per Rule AS APPROVED
 as fitted AS APPROVED Is the after end of the liner made watertight in the propeller boss AS APPROVED

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner AS APPROVED

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive AS APPROVED

If two liners are fitted, is the shaft lapped or protected between the liners AS APPROVED Is an approved Oil Gland or other appliance fitted at the after end of the tube AS APPROVED

at Yes If so, state type GEDERVELL Length of Bearing in Stern Bush next to and supporting propeller 3'-1 1/4"

Propeller, dia. 8'-6" Pitch 6'-9" No. of Blades 4 Material BRONZE whether Moveable SOLID Total Developed Surface 32 sq. feet

Feed Pumps worked from the Main Engines, No. NONE Diameter - Stroke - Can one be overhauled while the other is at work -

Bilge Pumps worked from the Main Engines, No. NONE Diameter - Stroke - Can one be overhauled while the other is at work -

Feed Pumps {No. and size 2-8" x 10 1/2" x 22 WEIRS Pumps connected to the Main Bilge Line {No. and size 1-DUP. BILGE 50 TONS/HR, 1-GS 50 TONS/HR
 How driven STEAM How driven STEAM 1-CIRCL. 4000 GAL/MIN.

Ballast Pumps, No. and size 1-7 1/2" x 6 1/2" x 7" DUPLEX Lubricating Oil Pumps, including Spare Pump, No. and size all spare from Cert.

Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room AFT ER. WELL PORT 2 1/2"; DRY TANK AFT 3"; ER. BILGES P. & S. 2 1/2"; BILGE INJ 10"; BLR RM. P. & S. 2 1/2"; DIRECT 4"
 In Pump Room AFT 1-4" FORD 1-4" BALLAST PUMP ROOM 2-2 1/4" In Holds, &c. FORD CARGO (DRY HOLD) 2-2 1/2" HAND PUMP'SUCTS. COFFERDAM. 3" FORD COFF. 1-2" P&S

STEAM EJECTOR; AFT COFFERDAM 1-2" STEAM EJECTOR

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-10" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size ER. 1-4" BLR R. 1-4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES

Are all Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks VALVES EXCEPT BLOW DOWN COCK

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates YES Are the Overboard Discharges above or below the deep water line ABOVE

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel YES Are the Blow Off Cocks fitted with a spigot and brass covering plate YES

What Pipes pass through the bunkers NONE How are they protected -

What pipes pass through the deep tanks FORE PEAK TRO' FORD DEEP TANK Have they been tested as per Rule YES

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times ?

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another YES Is the Shaft Tunnel watertight NO TUNNEL Is it fitted with a watertight door - worked from -

MAIN BOILERS, &c.—(Letter for record -) Total Heating Surface of Boilers 7530 SQ. FT. ✓

Which Boilers are fitted with Forced Draft BOTH Which Boilers are fitted with Superheaters NONE

No. and Description of Boilers 2 CYLINDRICAL MULTITUBULAR Working Pressure 250 lbs/sq"

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

IS A DONKEY BOILER FITTED? NO If so, is a report now forwarded? -

Can the donkey boiler be used for other than domestic purposes YES

PLANS. Are approved plans forwarded herewith for Shafting YES Main Boilers YES Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)

Superheaters - General Pumping Arrangements YES Oil fuel Burning Piping Arrangements YES

SPARE GEAR.

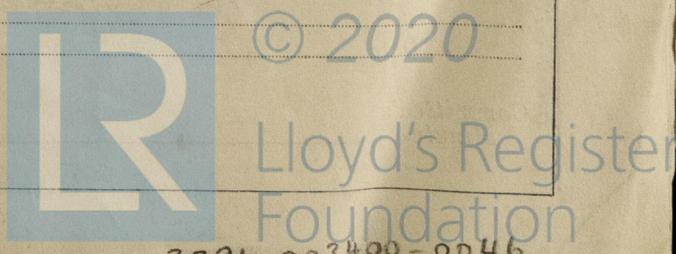
Is the spare gear required by the Rules been supplied YES

State the principal additional spare gear supplied ADEQUATE SPARE GEAR COVERING ALL PARTS AS PER SPECIFICATION

FOR AND ON BEHALF OF
 THE CALEDON SHIPBUILDING & ENGINEERING CO. LTD.

The foregoing is a correct description.

[Signature] Managing Director Manufacturer.



During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits 31 Erection.

Dates of Examination of principal parts - Cylinders 4.8, 27.6, 3.9.52 Slides 10.10.52 Covers 4.8, 27.6, 3.9.52

Pistons 10.10.52 Piston Rods 12.11.52 Connecting rods 12.11.52

Crank shaft 27.10.52 Thrust shaft 28.4.53 Intermediate shafts 28.4.53

Tube shaft - Screw shaft 2.9.52 Propeller M6: 17-1-52

Stern tube 15.5.53 Engine and boiler seatings 15.5.53 Engines holding down bolts 17.7.53

Completion of fitting sea connections 15.5.53

Completion of pumping arrangements 6.10.53 Boilers fixed 17.7.53 Engines tried under steam 15.9, 14.10, 16.10 + 23.10.53

Main boiler safety valves adjusted 18-10-53 Thickness of adjusting washers FORD 11" 52 AFT 3" 8 STARD B FEED 11" 32 AFT 3" 8

Crank shaft material INGOT STEEL Identification Mark 23174 Thrust shaft material INGOT STEEL Identification Mark 6211 6H

Intermediate shafts, material INGOT STEEL Identification Marks 6210 GH Tube shaft, material - Identification Mark -

Screw shaft, material INGOT STEEL Identification Mark 6208 AO Steam Pipes, material S.D. STEEL Test pressure 750 lbs/sq" Date of Test VARIOUS

Is an installation fitted for burning oil fuel YES Is the flash point of the oil to be used over 150° F. YES

Have the requirements of the Rules for the use of oil as fuel been complied with YES

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo OIL TANKER If so, have the requirements of the Rules been complied with YES

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with -

Is this machinery duplicate of a previous case YES If so, state name of vessel EDDY BEACH
EDDY BAY

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery described herein has been built and installed under Special Survey in accordance with the approved plans, the Secretary's letters the Requirements of the Rules and the Admiralty Specification. The materials and workmanship are good. The machinery is eligible in our opinion to be classed in the Register Book with the record of + L.M.C 10.53 and the notations OG 2 S.B. 250 lbs/sq" F.D. H.S. 7530; Fitted for oil fuel 10.53 F.P. above 150°F. Engine AFT.

The amount of Entry Fee ... £ 58 : -

Special Specification ... £ 58 : -

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

When applied for, 9/11/1953

When received, 19

Date GLASGOW 24 NOV 1953

Committee's Minute + L.M.C. 10.53.
2 S.B. - 250 lb. F.D.
Fitted for oil fuel 10.53. F.P. above 150°F.

J. P. Clatney for self & A.B. Sinclair
Engineer Surveyor to Lloyd's Register of Shipping.



Certificate to be sent to DUNDEE

23 1.12.53

The Surveyors are requested not to write on or below the space for Committee's Minute.